gone down in comparison to the corresponding month of the previous year. However there is increase in monthly passengers between India and UK since October, 2001.

(b) Hyderabad and Bangalore are presently not available as points of call to the British Airways.

(c) British Airways is operating 7 services per week each to Mumbai and Delhi and 2 services per week each to Chennai and Kolkata. Virgin Atlantic Airways is also operating 2 services per week to Delhi out of the unutilised entitlement of Air India.

(d) The designated airline of UK is presently entitled to operate 16 services per week to specified points in India and another 3 services to Kolkata. The actual number of services to be operated by British Airways within its entitlement is decided by them according to their commercial judgement.

(e) No such information is available with the Government.

Findings of the air crash near Mainpuri

3644. DR. KARAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government had instituted an inquiry into the air crash near Mainpuri on September 30, 2001 involving Shri Madhavrao Scindia, the then Deputy Leader of Opposition, Lok Sabha and seven others including journalists and pilots:

(b) if so, what are the details of the findings and whether any person was found responsible therefor and the recommendations made in the enquiry report; and

(c) whether the recommendations made in the reports of such accidents have been implemented; if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) Yes, Sir.

(b) According to the Committee of Inquiry, set up to investigate the cause of the accident, this mishap occurred due to the fact that

the pilot while flying through active thunder storm at cruise altitude encountered severe updrafts in intense and mature cloud formation and possibly underwent and abnormal and abrupt manoeuvre, most probably a steep spiral dive, resulting in inflight breakage of the aircraft structure on account of aerodynamic overloads leading to total loss of controls followed with heavy impacts with the ground causing fatal injuries to all the occupants. The Committee has made 11 recommendations, details of which are available in the Statement (*See* below).

(c) Action is in progress to implement the recommendations made by the Committee of Inquiry. A Task Force has been constituted by the Government to monitor implementation of the recommendations.

Statement

Recommendations of the Inquiry Committee on Accident of King Air C-90 Aircraft VT-EFF near Mainpuri

1. Installation of CVR or a combination of both CVR/FDR should be made mandatory on small twin engine general aviation aircraft where supplementary type certificate by the manufacturer on modification by an organization approved by the regulatory authority is available.

2. Where information for installation is available either in the form of duly approved STC by the manufacturer or a modification leaflet by an approved agency, all twin engine aircraft equipped to fly in IMC and/or night operations should mandatorily be installed with coloured weather radar.

3. Considering the age of the ill-fated C-90 Aircraft Reg. No. VT-EFF and the fact that during the preceding 12 months only one snag had been reported was that of the ATC transponder. It is apparent that the practice of snags reporting is not being observed. The reporting and the rectification of snags for general aviation aircraft needs to be reviewed and reinforced.

4. The provision of designating on accountable manager as envisaged in the CAR should be extended to general aviation organizations with a view to make surveillance and safety audit checks more objective and meaningful.
5. Enhanced surveillance of approved maintenance organizations for adequacy of required infrastructure as against the specific approved scope of maintenance needs to be enforced to ensure that the infrastructure standards are maintained on a continual basis. The procurement documents should be made available for auditing by such organizations to the regulatory authority.
6. The requirement of conducting test flight for renewal of Certificate of Airworthiness be mandated for aging general aviation aircraft.
7. Pilots and engineering personnel associated with general aviation organizations should undergo periodic classroom and practical training at any institute of repute duly approved by the DGCA.
8. On aircraft equipped with advanced avionics like GPWS, TCAS, ATC transponder, FMS, coloured weather radar etc. the operators should ensure initial and periodic recurrent training for pilots and engineering personnel for affective man-machine interface.
9. The Flight Inspection Directorate of the DGCA should have dedicated flight inspectors for general aviation aircraft. In the event that adequate expertise is not available, the services of experienced retired/superannuated pilots from the industry may be utilized on contractual basis. In case if expertise is still not forthcoming, deputation from defence services may be considered.
10. The Committee felt that since whether has played significant contributory role in the accident, it is recommended that in general aviation before exercising the privileges of their licenses, all new Captains in their first monsoon seasons should undergo monsoon/bad weather operations training with an approved organization. They should also undergo a proficiency

check with a approved examiner instructor in actual weather. All existing captains must also undergo similar training and checks within a stipulated time-frame.

11. The Committee having gone through the details of the weather briefing made available to the pilot before departure feels that the meteorological briefing at airports needs considerable improvement. The infrared and visible satellite pictures by themselves do not give the precise picture, but when the two are compared and plotted together on a single chart by the met officer will give a more accurate representation of the prevailing weather conditions. The satellite pictures are on a black and white monitor wihout a back up and imageries are available every three hours with the delay of one hour. The satellite imageries *vis-a-vis* a route forecast is more accurate and factual position of weather than a forecast. The Committee therefore recommends that the satellite imageries be made available hourly in colour including imageries from all available sources in adverse weather. A proper briefing on these imageries with trends should be covered by the briefing officer.

Entry of unchecked vehicles into Hyderabad Airport buildings

3645. DR. C. NARAYANA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a large number of unchecked vehicles are allowed just adjacent to airport building in Hyderabad;

(b) if so, whether it is a security hazard; and

(c) the steps proposed to be taken by Government to ensure security of the airport?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) All vehicles entering the operation area of Hyderabad Airport are thoroughly checked. Passengers' and visitors' vehicles which are parked in the designated car parking area, adjacent to Terminal Building, are monitored by Traffic Police and CISF and unattended vehicles parked therein, are towed away. Further Airports Authority of India is in the process of